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1858

**TENTH ANNUAL REPORT**

OF THE

**PRESIDENT & DIRECTORS**

TO THE

**STOCKHOLDERS**

OF THE

**SEABOARD AND ROANOKE RAILROAD COMPANY.**

SUBMITTED FEB. 25, 1858.

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PORTSMOUTH:

PRINTED AT THE DAILY TRANSCRIPT OFFICE.

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# OFFICERS

*Of the Seaboard and Roanoke Railroad, for the year 1858-'59.*

— 0 —

PRESIDENT,

SAMUEL M. WILSON.

—

DIRECTORS,

|                   |                       |
|-------------------|-----------------------|
| THOMAS HUME,      | MONCURE ROBINSON,     |
| DAVID A. BARNES,  | GEORGE R. VICKERS,    |
| J. MARSDEN SMITH, | WM. LYTTLETON SAVAGE. |

—

TREASURER,

RICHARD WALKER.

—

GENERAL SUPERINTENDENT,

ALEXANDER WORRELL.

—

MASTER TRANSPORTATION,

OWEN D. BALL.

—

FREIGHT AGENTS,

|                 |                         |
|-----------------|-------------------------|
| WM. G. WEBB,    | <i>Portsmouth, Va.,</i> |
| E. N. PETERSON, | <i>Weldon, N. C.</i>    |

—

ROAD MASTER,

SAMUEL T. HAND.

—

MASTER MACHINIST,

JEROME B. PENDLETON.

# ANNUAL REPORT.

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OFFICE SEABOARD & ROANOKE RAIL ROAD CO., }  
Thursday, 25th February, 1858. }

The Annual Meeting of the Stockholders of the Seaboard & Roanoke Rail Road Company, was held in the Office of the Company at Portsmouth, this day.

On motion, Charles A. Grice was appointed Chairman, and Richard Walke, Secretary.

On motion, the Chairman appointed Messrs. J. Marsden Smith, Geo. M. Bain, jr. and W. E. Taylor, a Committee to ascertain the amount of Stock represented.

The Committee reported whole number of Shares 6440, entitled to 3693 votes. Whole number of Shares represented in person and by proxy, 4721, entitled to 2549 votes.

On motion, the report of the Committee was accepted.

The tenth annual report of the President and Directors, was submitted and read, and the statements of the Treasurer showing the financial condition of the Company, were laid before the meeting.

On motion, the report was accepted, and together with the statements ordered to be recorded.

The Committee appointed at the last annual meeting to examine the condition and management of the Road and its affairs, submitted their report, which,

On motion, was received and ordered to be recorded.

The following Resolutions were then offered and unanimously adopted.

*Resolved*, That the Stockholders approve, ratify and confirm the dividend declared by the Board of Directors on the 15th inst., in certificates

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of debt payable the 1st of March, 1873, and direct that dividends of 3½ per cent. payable in like certificates, be paid on the common stock of the Company on the 1st of March and 1st of September of each year, until the further order of the Stockholders.

That until the further order of the Stockholders, the nett earnings of the Road, and any other disposable funds of the Company, so far as the same may not be required to meet its necessary expenditures, and payments, be made use of by the President and Treasurer in purchasing the 1st mortgage bonds of the Company, the said bonds to be extended and re-issued, with an endorsement continuing all the advantages given by the deed of trust for the security of the same, or cancelled, as may be deemed most advisable by the Board of Directors.

That an Act of the Legislature of Virginia, passed the 18th day of February, 1858, entitled an act "to authorize the Seaboard & Roanoke Rail Road Company to establish lines of steam vessels from the port of Norfolk and Portsmouth," be and the same is hereby accepted by the Stockholders, and the Board of Directors are authorized to take such action under the same, as they may deem advisable, provided that no appropriation or appropriations of the funds of the Company exceeding in the aggregate the sum of \$15,000, shall be made under the said act, without the sanction and approval of a meeting of Stockholders, to be regularly convened under the provisions of the Charter of the Company.

That the President and Directors be, and they are hereby authorized to offer such reasonable advantages as they may deem advisable, to a steamboat line or lines for the purpose of overcoming the disadvantage which the trade of this road now labors under, in consequence of the Philadelphia steamers not touching at or departing from the wharves of the Company, and the want of a proper discrimination by both the lines of steamers touching at this port, in their charges on freight to Richmond and Petersburg, and that destined South by the Seaboard & Roanoke Rail Road.

That the resolution passed at a meeting of Stockholders on the 23d day of February, 1854, directing "that the local charges of this Company be required in all cases, on all travel and freight going over this road, and that on all freights conveyed by the mail train, not less than "twice the charge made on freights by the freight train be required," be and the same is hereby so far modified as to admit of discriminations being made in the charges on freights passing beyond the line of this

road, provided such discriminations be *unanimously* assented to, at meetings of Directors, consisting of the President and not less than four other Directors.

Whereas the extent of free travel on railroad and steamboat lines has become a serious tax and drawback to their prosperity, and it is necessary to the welfare of this, in common with other railroads, that the same be restricted; *Resolved*, That henceforth the Conductors of the trains be not allowed to pass any person over the road, other than the Directors of this company, and the employees of the company, on its business; except those who may have passage tickets which have been paid for, or a free pass signed by the President, or in his absence the Superintendent or Treasurer of the company, and that such passes be given only in the case of the Executive Officers of other railroad or steamboat lines having business connections with this, in a few cases of courtesy voluntarily extended, and in cases of absolute charity; and that Conductors be required to return daily to the Treasurer, to be registered, the names of all persons passing free over the road, the distance travelled by such person, and by whose authority the pass was given.

On motion, the following gentlemen were appointed a committee to examine the condition and management of the road, and report to the next annual meeting—Messrs. Wm. E. Taylor, Geo. M. Bain, jr., John B. Whitehead, and A. M. McPheeters.

The meeting then proceeded to the election of a President and Board of Directors for the ensuing year.

SAMUEL M. WILSON, Esq., was nominated and unanimously re-elected President, and the following gentlemen Directors:

THOMAS HUME,  
J. MARSDEN SMITH,  
DAVID A. BARNES,  
MONCURE ROBINSON,  
GEORGE R. VICKERS,  
WM. LYTTLETON SAVAGE.

On motion, *Resolved*, That the President and Directors have printed such reports, documents, and proceedings of this meeting as they may deem advisable.

On motion, the meeting then adjourned.

CHAS. A. GRICE, *Chairman*.

RICHARD WALKER, *Secretary*.

# TENTH ANNUAL REPORT OF THE PRESIDENT AND DIRECTORS.

TO THE STOCKHOLDERS OF THE

SEABOARD & ROANOKE RAIL ROAD COMPANY.

Gentlemen—

We submit for your consideration the tenth annual Report on the condition of the Company.

Our income for the fiscal year ending on the 31st day of January last, has been as follows :

|                              |             |             |
|------------------------------|-------------|-------------|
| From Passengers, local,..... | \$60,636 96 |             |
| “ “ through,.....            | 31,197 96—  | \$91,834 92 |
| “ Freight, local,.....       | 47,602 12   |             |
| “ “ through,.....            | 83,294 48—  | 130,896 60  |
| “ Adams & Co's Express,..... |             | 1,702 91    |
| “ United States Mail,.....   |             | 8,000 00    |

|                                  |              |          |
|----------------------------------|--------------|----------|
| Making from transportation,..... | \$232,434 43 |          |
| From rent and wharfage,.....     | \$6,328 27   |          |
| “ dividends,.....                | 1,950 00     |          |
| “ interest,.....                 | 105 00—      | 8,383 27 |

|                                                    |              |  |
|----------------------------------------------------|--------------|--|
| In all the sum of,.....                            | \$240,817 70 |  |
| And there has been paid for current expenses,..... | 135,088 60   |  |

|                                                                                                                                                                         |              |  |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------|--|
| Leaving as nett income the sum of,.....                                                                                                                                 | \$105,729 10 |  |
| There has also been received as proceeds of<br>convertible Loan and Mortgage Bonds<br>extended and re-issued under resolutions<br>of your last meeting, the sum of..... | 54,940 00    |  |

|                                                                         |              |            |
|-------------------------------------------------------------------------|--------------|------------|
| Which, together with the nett income, making.....                       | \$160,669 10 |            |
| Has been in part expended as follows :                                  |              |            |
| In additions to the property of the Company,.....                       | \$28,854 22  |            |
| In reduction of floating debt,.....                                     | 40,660 33    |            |
| In purchase of first and fourth Mortgage<br>Bonds,.....                 | 16,500 00    |            |
| In payment of interest on debt and guaran-<br>teed dividends,.....      | 53,852 23    |            |
| In payment on account of accident at Mar-<br>garettsville in 1856,..... | 2,119 48—    | 141,986 26 |

|                                     |             |  |
|-------------------------------------|-------------|--|
| Leaving unexpended the sum of,..... | \$18,682 84 |  |
|-------------------------------------|-------------|--|

All of which is exhibited in detail in the accounts of the Treasurer herewith presented.

It appearing, as shown by the statement just made, that there had been appropriated during the year, to the reduction of floating debt and purchase of mortgage bonds, a larger amount than had been received from the issue of convertible bonds; and that out of the nett income of the year, after paying the interest on outstanding debt and dividends on guaranteed Stock, there had been expended in adding to and improving the property of the Company the sum of \$28,854 22, leaving still a balance of \$18,682 84 of the income unexpended: the Board of Directors deemed it proper to declare a dividend on the common Stock. In view however of husbanding the funds of the Company to meet the first mortgage bonds, and such calls on account of the fourth mortgage bonds as might be made, it was thought judicious that the dividend should be paid in bonds of the Company. A dividend of seven per cent. amounting to \$29,330, was accordingly declared in bonds payable at fifteen years after date and bearing seven per cent. interest, payable semi-annually—the Bonds convertible at par into Capital Stock of the Company.

By recurring to our last report it will be perceived, that our income for the year exceeds that of the previous year by the sum of \$37,151 62. This increase has been derived mainly from through freights—the receipts from this source for the year having reached the sum of \$83,294 48 as against \$58,120 62 for the preceding year. This augmentation of our business has been accomplished by an increase in our expenses; the expenses of the year exceeding those of the year 1856—57 by the sum of \$14,426 63. By a comparison however of the receipts and expenditures of the two years, it will be found that the relative expenses of the year are less than those of the preceding one. In conducting the operations, effort has been made to keep the property of the Company in full repair, and so far as it was practicable by judicious expenditure, to prevent depreciation. A large portion of our current expense has been incurred for this object, and we believe the value and efficiency of the Road and its Equipment have been sustained through the year.

Under the Resolutions of your last meeting authorizing the issue of convertible bonds and an extension and re-issue of the purchased 4th mortgage bonds, \$38,940 of registered convertible bonds and \$16,000 of 4th mortgage bonds have been disposed of among the Stockholders and their assigns. The amount received from this source has enabled us to meet that portion of the floating debt requiring payment, and to purchase such of the outstanding 4th mortgage bonds as the holders wished

to realize. On our floating debt has thus been paid the sum of \$40,-660 33, and we have purchased \$7,500 of the outstanding 4th mortgage bonds. We have also purchased \$10,000 of the first mortgage bonds during the year. With a floating debt, thus reduced to the sum of \$46,369 95, and nearly all of this under gradual liquidation, and no extraordinary expenditure of any magnitude requiring the available funds of the Company; if the policy adopted of declaring dividends on the common Stock in bonds payable after the maturity of our last mortgage be adhered to for the present, a considerable portion of the income of the Company may henceforth be devoted to the purchase or liquidation of first mortgage bonds. The condition of the Company and the limited amount of these bonds entitle the first mortgage bonds to rank among railroad securities of the highest class. The holders of a large portion of them may probably prefer extending them, but to the extent to which this may not be done and they are still outstanding, it will of course be necessary to redeem them at maturity. Under these circumstances the Board of Directors would recommend, that so much of the nett earnings of the Road, and of any other disposable funds of the Company, as may not be required to meet its necessary expenditures and payments, may be appropriated to the purchase of the first mortgage bonds of the Company—the said bonds to be cancelled, or extended and re-issued with an endorsement continuing all the advantages afforded by the Deed of Trust given for the security of the same, as may be deemed most advisable by the Board of Directors.

In our last Report your attention was called to the importance of having connecting lines of Steamers to the cities of Philadelphia and New York, to receive and land freights at our wharves; and under the suggestions, you instructed the President of the Company, to apply to the Legislature of Virginia and North Carolina for authority to the Company, to procure and run steam vessels from the port of Norfolk and Portsmouth to other Atlantic ports, and to take stock in any company chartered for such purpose. The Legislature of Virginia by an act, a copy of which is herewith submitted to you, have granted the authority. Since your last Annual Meeting, on conference with the New York and Virginia Steam Packet Company, they agreed to run one of the steamers to the wharf and to reduce their rate for transporting dry goods, charging on all other articles the same as before. Though this falls much short of what is necessary in our steamship connection with New

York, for the development of the advantages possessed by the Road as a carrier of freight for the country traversed by it and its connecting lines of Railway; the Board of Directors did not deem it advisable to take any further action in relation to steam vessels, until Legislation could be had granting the necessary authority to the Company.

The line of Steamers from Philadelphia have made no arrangement for running to our wharves.

It is still of vital importance to the interest of the Company, that we should have running to New York and Philadelphia in strict connection with the Road, steam vessels possessing the requisite speed and transporting freights, especially agricultural products and groceries, at rates considerably less than those charged by the present lines. These charges both from New York and Philadelphia, with the exception of the reduced charge on dry goods above mentioned, and a reduction of one cent per bushel on wheat by the New York line, are understood to be the same to the Port of Norfolk and Portsmouth as to City Point and Richmond, thus depriving the Road in its business connections with these lines of the advantage belonging to it from its terminus here on the Seaboard. The rate of freight to this port should not exceed two thirds of that charged between the Northern cities and Richmond, and the freight should be received and landed at our wharves. Until these two points be compassed, the Road cannot realize the full benefits of its location, and in view of this the Board of Directors would recommend that, under the provisions of the Act above mentioned, you adopt such measures as you may deem best calculated to secure strict steam ship connection with the Road at proper rates of freight, both with New York and Philadelphia. In this connection we would state that we have learned that a charter has just been granted by the Legislature of Virginia, for a Steam Packet Company to run vessels between the Port of Norfolk and Portsmouth and other Atlantic Ports. If in the formation of that Company arrangements can be had for the shipping facilities so needful to our interests, we would suggest, that a subscription to the capital stock of that Company may possibly be a judicious mode of advancing our objects. The competition of Wilmington and Charleston and their lines of Railway has been encountered in our through freight business already; and by the middle of the present year the line of Railway will be completed from Goldsboro to Beaufort, adding another to the list of competitors for the business of middle and western Carolina. Our Road

affords the most direct and expeditious transit for this business to and from the great marts of the country, but involves a longer line of Railway transportation, rendering it indispensable to our interests to counter-balance this, by securing full shipping facilities here at the terminus of the Railroad line.

During the year we have extended the wharf at High street, having rented the dock belonging to the City of Norfolk for this purpose, and have placed on the wharf two commodious sheds for the protection of freights. Station houses have been erected at Suffolk and Seaboard, and a freight house at Blackwater. The lot of land at the corner of North and Water streets in Portsmouth has been purchased, thus extending the Depot grounds at North street from the River up to Water street. The Engine house which was prostrated by the tornado in November, 1856, has been rebuilt and enlarged. One passenger coach and twelve box cars have been purchased. Some progress has been made in filling up the trustle work, and this it is proposed to continue gradually until our roadway has been made permanent. The expenditure for these purchases and improvements will be found in detail in the accounts of the Treasurer.

Our Trains have run through the year with regularity, and have met with no accident; but three casualties have occurred involving life—all the result of accident, and two originating in the intemperance of the sufferers.

The officers, agents, and employees of the Company with scarcely an exception, have been obedient and faithful in the discharge of their duties, and the several departments of our business, have been managed with an efficiency and regularity creditable to those in immediate control thereof.

We present herewith the statements of the Treasurer showing the financial condition of the Company, the receipts and disbursements of the year and the comparative earnings of the Road for the last two years; those of the Master of Transportation showing the character and extent of the transportation of the year; and those of the Master of Machinery showing the condition of the Equipment of the Road, and the number of miles run and the costs of labor and materials expended in repairs during the year.

Respectfully submitted on behalf of the President and Directors.

SAML. M. WILSON, President.

TO THE STOCKHOLDERS OF THE

SEABOARD & ROANOKE RAIL ROAD COMPANY.

Gentlemen—

The Committee appointed at the last Annual Meeting, to examine into the condition and management of the Road and its affairs, submit the following report:

They visited and inspected the various buildings and improvements of the Company in Portsmouth. The workshops were apparently well managed—the Depot for Engines erected near the Shops, is ample for the wants of the Company, substantially and simply constructed. A new Wharf has been built at the foot of High street which appears well made, and is very convenient for the Company, and will be still more useful if the new line of Steamers authorized by the present Legislature should go into operation. The Engines, Cars, &c, belonging to the Company, so far as the Committee had an opportunity to examine them, appeared to be in good working order.

Two members of the Committee proceeded to Weldon, and gave the Road as careful an examination as circumstances would admit. They stopped at various points on the Road, chiefly the bridges, trussle works and embankments, and examined them attentively. So far as they can judge these structures are substantially built and in good order. They have every reason to believe that careful inspection is frequently made and proper attention paid to the safety of the traveller. During the past year some of the Trussle works have been filled up with earthen embankments, a plan which must commend itself to all interested in the Road, and the Committee earnestly advise that this work shall be continued as rapidly and extensively as the interests of the road will permit, as there is reason to believe that it will cost but little more, in the first instance, than the thorough repair of the present work, whilst it will materially diminish future expense and add to the safety of the transit. The Committee particularly call your attention to the trussle bridge at Landing Bridge. How far this embanking may be advisable on some of the larger river bottoms, in view of the freshets to which they are subject, can be better decided by practical Engineers than by the Committee.

The Committee beg to call your attention to the condition of the rails. A large number of them seem to be extensively laminated, and a considerable portion has the ends bent and split: the mere fact of lamination may not prove a rail to be unsafe, on the contrary up to a certain

point it proves its value, by showing it sufficiently strong to bear the strain upon it without breaking, but as the rail necessarily becomes weaker by the loss of each portion, there must be a point beyond which it is unsafe to trust it. Whether that point is yet approached the Committee cannot determine, by they think it their duty to call the attention of the stockholders to the subject, with a view to investigation by proper and competent Engineers.

The injury to the end of the rails is believed to be more important just now, but the Committee found that Mr. Hand, the attentive and judicious Superintendent, was engaged in cutting the ends, so as to relay the road in part with 17 feet rails, thus to a considerable extent remedying that evil.

The terms of the resolution appointing the Committee *seem* to indicate that they were to examine into the management of the affairs of the Company, but the reports of the Directors and of the Treasurer, will be laid before you by those gentlemen, and will contain, no doubt, all the information attainable by the Committee, and will enable you to judge for yourselves without the intervention of a Committee. There is one point in the management of the concerns of the Road to which the Committee desire to call your attention.

It has been the practice to appoint as Directors gentlemen owning no Stock and having no interest in the road. Whilst the Committee assuredly bring no charges against those gentlemen who have heretofore been thus appointed, yet they unhesitatingly declare that in their opinion, the practice is erroneous in itself and may be productive of much evil to the true interests of the Company; and they recommend the establishment of the principle, that none should be entrusted with the management and control of the Road, who have not a direct interest in its success.

W. E. TAYLOR,

GEO. M. BAIN, Jr.

# STATEMENT of Financial Condition of the Seaboard and Roanoke Railroad Company, Jan. 31st, 1858

|                                                                                                             |                |                |                                                                                                                                   |              |                |
|-------------------------------------------------------------------------------------------------------------|----------------|----------------|-----------------------------------------------------------------------------------------------------------------------------------|--------------|----------------|
| Cost of Road and Property.—On the 31st day of January, 1857, per 9th Annual Report, - - - - -               | \$1,332,134 11 |                | Capital Stock.—Subscribed by individuals, - - - - -                                                                               | \$344,000 00 |                |
| Purchase of Property, Construction and Improvements during the fiscal year ending 31st January, 1858, - - - | 28,854 22      |                | Do do City of Norfolk, - - - - -                                                                                                  | 75,000 00    | 419,000 00     |
| Investment.—Raleigh and Gaston Railroad Stock, - - - - -                                                    |                | 1,360,988 33   | Preferred Stock—with guaranteed Dividend of 7 per cent., - - - - -                                                                | - - - - -    | 225,000 00     |
| Bonds of the Roanoke Valley Railroad Company, - - - - -                                                     | 32,500 00      |                | First Mortgage Bonds—payable in 1860                                                                                              | 300,000 00   |                |
|                                                                                                             | 1,200 00       |                | Third do do in 1870                                                                                                               | 75,000 00    |                |
| Purchase of Company's Bonds.—First Mortgage Bonds, - - - - -                                                | 9,000 00       |                | Fourth do do in 1856                                                                                                              | 44,000 00    |                |
| Fourth do do - - - - -                                                                                      | 10,500 00      |                | Extended and Convertible, - - - - -                                                                                               | 16,000 00    | 435,000 00     |
| Debts due the Company.—William Ward (in suit) - - - - -                                                     | 7,250 00       |                | Registered Convertible Bonds—payable in 1865, - - - - -                                                                           | - - - - -    | 38,940 00      |
| Sundries (in open account) - - - - -                                                                        | 18,338 43      |                | Debts due by the Company.—Bills payable, - - - - -                                                                                | 46,369 95    |                |
| Cash.—On hand 31st January, 1858, - - - - -                                                                 | - - - - -      | 19,500 00      | State of North Carolina, - - - - -                                                                                                | 10,774 28    |                |
|                                                                                                             |                |                | Sundries in open account, - - - - -                                                                                               | 2,632 19     | 59,776 42      |
|                                                                                                             |                | 25,588 43      | Profit and Loss.—Total amount received for Transportation including Rents, Wharfage, &c., &c., - - -                              | 1,106,480 18 |                |
|                                                                                                             |                | 9,960 58       | Less Expenses of Transportation including Interest on Bonds and Dividends on guaranteed Stock, Discount, Exchange, &c., - - - - - | 835,159 26   | 271,320 92     |
|                                                                                                             |                | \$1,449,037 34 |                                                                                                                                   |              | \$1,449,037 34 |

Office Seaboard and Roanoke Railroad Company, Portsmouth Jan. 31, 1858.

RICHARD WALKER, Treasurer, S. & R. R. Co.

A STATEMENT SHOWING THE RECEIPTS AND DISBURSEMENTS OF THE SEABOARD & ROANOKE  
RAIL ROAD COMPANY, FOR THE FISCAL YEAR, ENDING THE 31st DAY OF JANUARY, 1858.

|                                                                                                                                    |                      |                                                 |                                                                                                          |                     |
|------------------------------------------------------------------------------------------------------------------------------------|----------------------|-------------------------------------------------|----------------------------------------------------------------------------------------------------------|---------------------|
| Cost of Property, &c.—enlargement of Wharf and<br>erection of Sheds near Depot, East High street,.....                             | \$1,634 40           |                                                 | Cash on hand, 31st Jan-<br>uary, 1857,.....                                                              | \$4,850 00          |
| Reconstruction of Engine House,.....                                                                                               | 8,577 08             |                                                 | RECEIPTS.—Road Earn-<br>ings for Transporta-<br>tion,.....                                               | 232,434 43          |
| Real Estate Purchased,.....                                                                                                        | 3,500 00             |                                                 | Wharfage,                                                                                                |                     |
| Equipment Purchased—12 box cars and one passen-<br>ger coach,.....                                                                 | 10,400 00            |                                                 | Rents, &c.                                                                                               | 6,328 27            |
| New Station Houses erected at Suffolk and Seaboard,<br>and new Freight House at Blackwater,.....                                   | 2,240 00             |                                                 | Div'd on R.                                                                                              |                     |
| Embankment, filling up Trustee Work, Masury, &c.,<br>Expenses of Transportation—Current expenses of the<br>Road per abstract,..... | 2,502 74             | 28,854 22                                       | and Gaston                                                                                               |                     |
| Interest on Bonds and Dividends on guaranteed Stock,<br>including payments for Discount and Exchange,....                          |                      | 135,088 60                                      | R. Stock,                                                                                                | 1,950 00            |
| Accident near Margarettsville—paid for damage to<br>persons and property,.....                                                     |                      |                                                 | In. on Roan-<br>oke Val. R.                                                                              |                     |
| Purchase of Bonds—paid for First Mortgage Bonds,<br>do Fourth do do                                                                | 9,000 00<br>7,500 00 | 53,852 23                                       | R. Bonds,                                                                                                | 105 00              |
| Bills Payable—paid off this sum,.....                                                                                              |                      | 2,119 48                                        | Convertible Bonds issued<br>and sold under a reso-<br>lution of the Stockhold-<br>ers, 14th March, 1857, |                     |
| Debts due to the Company—Sundries in open account,<br>Cash—on hand 31st January, 1858,.....                                        |                      | 16,500 00<br>40,660 33<br>14,510 32<br>9,260 58 | Debts due by the Compa-<br>ny—Sundries in open<br>account,.....                                          | 54,940 00<br>237 40 |
|                                                                                                                                    |                      | \$300,845 76                                    |                                                                                                          | \$300,845 76        |

OFFICE SEABOARD & ROANOKE RAIL ROAD COMPANY, Portsmouth, Va., Jan. 31, 1858.  
RICHARD WATKES, Treasurer, S. & R. R. Co.

STATEMENT SHOWING THE CURRENT EXPENSES PAID OUT OF THE INCOME OF THE SEABOARD  
AND ROANOKE RAIL ROAD COMPANY, FROM THE 31<sup>st</sup> DAY OF JANUARY, 1857, TO THE 31<sup>st</sup>

PAY OF JANUARY, 1858.

|                                                                                                                                           |                     |    |
|-------------------------------------------------------------------------------------------------------------------------------------------|---------------------|----|
| Officers' Salaries—embracing President, Superintendent and Treasurer .....                                                                | \$4,945 00          |    |
| Office Expenses—embracing Printing, Advertising, Postages, Stationery, &c.,.....                                                          | 372 68              |    |
| Depot Expenses—embracing Compensation of Agents, Repairs, Water Tanks, and Hands at Country<br>Depots,.....                               | 30,708 37           |    |
| Repairs Road—embracing Timber, Iron, Tools, Compensation of Managers, Overseers and Hire, and Sup-<br>port of Hands,.....                 | 32,576 52           |    |
| Train Expenses—embracing Compensation and Expenses of Conductors, Engineers and Agents—Cost<br>Wood, Oil, Waste, &c.,.....                | 28,853 50           | 15 |
| Repairs Engines and Cars—embracing Compensation of the Foreman of the Shops, Workmen and Mate-<br>rials used in Repairs,.....             | 26,955 44           |    |
| Miscellaneous—embracing amount paid for Stock killed, Merchandise lost, State Tax for Mileage, At-<br>torney's Fees, Insurance, &c.,..... | 8,093 50            |    |
| Horses, Stables—Expense of Team,.....                                                                                                     | 2,583 59            |    |
|                                                                                                                                           | <u>\$135,088 60</u> |    |

OF THE SEABOARD & ROANOKE RAIL ROAD COMPANY, Portsmouth, Va., Jan. 31, 1858.

RICHARD WALKER, *Treasurer.*

# STATEMENTS of Road Earnings of the Seaboard and Roanoke Railroad Company, 1856-57 and 1857-58.

| 1856-57.   | No. of<br>Passen-<br>gers | Passengers-<br>LOCAL. | Passengers-<br>Portsmouth<br>& Weldon. | Passengers<br>through. | Passengers<br>Total. | Freight<br>Local. | Freight<br>Portsmouth<br>& Weldon. | Freight<br>Total. | Adams'<br>Express<br>Co. | U. S. Mail. | TOTAL.       |
|------------|---------------------------|-----------------------|----------------------------------------|------------------------|----------------------|-------------------|------------------------------------|-------------------|--------------------------|-------------|--------------|
| FEBRUARY,  | 2,421                     | 2,134 16              | 2,044 00                               | 44 00                  | 4,222 16             | 4,205 99          | 4,230 67                           | 8,496 66          | 96 00                    | 666 67      | 13,481 49    |
| MARCH,     | 2,723                     | 2,925 37              | 1,410 12                               | 1,584 54               | 5,230 03             | 3,764 24          | 5,927 97                           | 9,692 21          | 376 75                   | 666 67      | 15,955 66    |
| APRIL,     | 2,973                     | 2,282 64              | 1,737 89                               | 2,924 61               | 6,245 14             | 6,100 45          | 6,019 86                           | 12,120 31         | 279 10                   | 666 66      | 19,311 22    |
| MAY,       | 3,647                     | 2,664 84              | 2,109 49                               | 2,373 01               | 7,147 34             | 4,718 08          | 4,513 94                           | 9,232 02          | 271 91                   | 666 67      | 17,317 94    |
| JUNE,      | 3,169                     | 2,304 26              | 2,143 53                               | 2,287 97               | 6,735 76             | 2,733 92          | 4,234 06                           | 6,967 98          | 150 12                   | 666 67      | 14,520 52    |
| JULY,      | 4,002                     | 2,787 88              | 2,185 86                               | 3,079 64               | 8,053 38             | 3,092 67          | 4,022 61                           | 7,115 28          | 206 81                   | 666 66      | 16,042 14    |
| AUGUST,    | 4,011                     | 2,560 20              | 2,362 10                               | 3,467 40               | 8,289 70             | 3,049 86          | 4,695 91                           | 7,745 77          | 108 65                   | 666 67      | 16,910 79    |
| SEPTEMBER, | 4,435                     | 5,664 56              | 3,171 63                               | 4,922 87               | 10,759 06            | 3,242 79          | 6,814 75                           | 10,057 54         | 299 80                   | 666 67      | 21,783 06    |
| OCTOBER,   | 4,539                     | 2,989 31              | 2,404 95                               | 4,788 55               | 10,182 81            | 5,035 54          | 6,134 43                           | 11,169 97         | 273 74                   | 666 66      | 22,293 19    |
| NOVEMBER,  | 3,872                     | 2,625 82              | 2,258 45                               | 2,934 55               | 7,818 82             | 3,324 89          | 5,203 89                           | 8,528 78          | 294 24                   | 666 67      | 17,308 51    |
| DECEMBER,  | 3,748                     | 3,413 45              | 1,978 17                               | 2,024 33               | 7,425 95             | 4,161 96          | 3,673 25                           | 7,838 21          | 330 69                   | 666 67      | 16,261 51    |
| JANUARY,   | 3,052                     | 2,789 15              | 2,331 17                               | 840 33                 | 5,960 65             | 3,032 80          | 2,649 28                           | 5,682 08          | 170 66                   | 666 66      | 12,480 05    |
| 1857-58    | 42,594                    | \$31,441 64           | \$26,137 36                            | \$30,581 80            | \$83,160 80          | \$46,536 19       | \$58,120 62                        | \$104,646 81      | \$2,858 47               | \$8,000 00  | \$203,666 08 |
| FEBRUARY,  | 2,873                     | 2,225 55              | 1,921 14                               | 1,318 96               | 5,464 65             | 3,228 01          | 5,858 70                           | 9,086 71          | 324 39                   | 666 67      | 15,542 42    |
| MARCH,     | 3,363                     | 2,725 81              | 1,750 95                               | 2,104 00               | 6,580 76             | 3,945 30          | 8,864 82                           | 12,810 12         | 248 44                   | 666 67      | 20,305 99    |
| APRIL,     | 2,945                     | 2,442 66              | 1,636 00                               | 1,817 00               | 5,895 66             | 5,106 27          | 8,051 18                           | 13,157 45         | 604 00                   | 666 66      | 20,323 77    |
| MAY,       | 3,191                     | 2,447 39              | 1,880 00                               | 2,493 00               | 6,739 39             | 3,189 54          | 7,395 92                           | 10,585 46         | 512 00                   | 666 67      | 18,494 52    |
| JUNE,      | 3,287                     | 2,475 70              | 2,329 00                               | 2,976 00               | 7,780 70             | 3,130 33          | 6,545 72                           | 9,676 05          | 14 08                    | 666 67      | 18,137 50    |
| JULY,      | 3,890                     | 2,863 90              | 3,368 00                               | 2,853 00               | 9,084 90             | 4,554 40          | 5,052 02                           | 9,606 42          |                          | 666 66      | 19,357 98    |
| AUGUST,    | 4,000                     | 2,569 74              | 2,834 00                               | 4,136 00               | 9,539 74             | 3,574 95          | 6,906 74                           | 10,481 69         |                          | 666 67      | 20,688 10    |
| SEPTEMBER, | 4,460                     | 2,696 35              | 3,064 00                               | 5,897 00               | 11,657 35            | 3,729 56          | 10,720 14                          | 14,440 70         |                          | 666 67      | 26,764 75    |
| OCTOBER,   | 3,859                     | 2,755 15              | 4,724 00                               | 2,289 00               | 9,739 15             | 4,706 96          | 7,391 03                           | 12,097 99         |                          | 666 66      | 22,523 80    |
| NOVEMBER,  | 3,251                     | 2,625 99              | 2,233 00                               | 2,313 00               | 7,171 99             | 4,027 85          | 5,831 27                           | 9,859 12          |                          | 666 67      | 17,697 78    |
| DECEMBER,  | 3,096                     | 3,052 52              | 1,630 00                               | 1,701 00               | 6,383 52             | 4,600 88          | 5,371 44                           | 9,972 32          |                          | 666 67      | 17,022 51    |
| JANUARY,   | 3,014                     | 2,942 08              | 1,445 00                               | 1,399 00               | 5,786 08             | 3,817 07          | 5,305 50                           | 9,122 57          |                          | 666 66      | 15,575 31    |
| 41-2703    | \$31,822 87               | \$28,814 09           | \$31,197 96                            | \$31,834 92            | \$143,896 60         | \$47,602 12       | \$83,294 48                        | \$130,896 60      | \$1,722 91               | \$8,000 00  | \$232,434 43 |

Office Seaboard and Roanoke Railroad Company, Portsmouth, Jan. 31, 1858.

RICHARD WALKER, Treasurer, S. & R. R. Co.

# STATEMENT OF NUMBER OF PASSENGERS OVER THE SEABOARD & ROANOKE RAIL ROAD FOR

THE FISCAL YEAR ENDING 31st JANUARY, 1858.

| Months.                | Ports-<br>mouth. | Suf-<br>folk. | Carrs-<br>ville | Frank-<br>lin. | Mur-<br>frees. | New-<br>soms, | Boy-<br>kins. | Branch-<br>ville. | Mgts-<br>ville. | Sea-<br>board. | Wel-<br>don. | Total.  |
|------------------------|------------------|---------------|-----------------|----------------|----------------|---------------|---------------|-------------------|-----------------|----------------|--------------|---------|
| 1857.                  |                  |               |                 |                |                |               |               |                   |                 |                |              |         |
| FEBRUARY, .....        | 961½             | 518½          | 71              | 260½           | 48             | 50½           | 104           | 29                | 58½             | 80½            | 691½         | 2,873½  |
| MARCH, .....           | 1,409½           | 424           | 84½             | 396½           | 49             | 45½           | 111½          | 70½               | 66              | 101            | 610½         | 3,368½  |
| APRIL, .....           | 1,227            | 470           | 86½             | 199            | 31             | 53½           | 113           | 50                | 66½             | 36½            | 652          | 2,985   |
| MAY, .....             | 1,337            | 430           | 67              | 209½           | 33             | 54½           | 105½          | 53                | 57½             | 48             | 796          | 3,191   |
| JUNE, .....            | 1,182½           | 434           | 34½             | 262            | 32½            | 73½           | 106½          | 22                | 53½             | 52             | 1,034        | 3,287   |
| JULY, .....            | 1,406½           | 483½          | 67½             | 277            | 44             | 67            | 138           | 33½               | 51              | 39             | 1,283        | 3,390   |
| AUGUST, .....          | 1,600            | 515½          | 47              | 202½           | 39             | 103½          | 121½          | 35                | 74              | 41             | 1,221        | 4,000   |
| SEPTEMBER, .....       | 2,402            | 545½          | 43½             | 149½           | 36½            | 58            | 127½          | 28                | 47              | 48             | 974½         | 4,460   |
| OCTOBER, .....         | 2,252            | 408           | 59½             | 186½           | 38             | 68            | 72            | 10½               | 49              | 63             | 653          | 3,859½  |
| NOVEMBER, .....        | 1,593½           | 469           | 64½             | 134            | 46½            | 53            | 105½          | 22                | 71½             | 55½            | 636½         | 3,251½  |
| DECEMBER, .....        | 1,334½           | 521           | 53              | 215½           | 46½            | 62            | 134½          | 27                | 48½             | 56             | 597½         | 3,096   |
| JANUARY, (1858,) ..... | 1,264            | 579½          | 103             | 275            | 41             | 74½           | 101           | 28                | 41              | 65             | 442½         | 3,014½  |
|                        | 17,970           | 5,798½        | 781½            | 2,767½         | 485            | 763½          | 1,340½        | 408½              | 684             | 685½           | 9,592        | 41,276½ |

OWEN D. BALL,

Master of Transportation.

# REPORT OF UP FREIGHT, FROM 1st FEBRUARY, 1857, TO 31st JANUARY, 1858.

18

| Freight Stations.                    | Bbbs.<br>Sugar. | Bbbs.<br>Lime. | Bags<br>Guano. | Bbbs.<br>Liquor. | Sacks<br>Salt. | Bags<br>Coffee. | Hhds.<br>Mol'ses. | Weights.   |
|--------------------------------------|-----------------|----------------|----------------|------------------|----------------|-----------------|-------------------|------------|
| SUFFOLK,.....                        | 398             | 1,013          | 286            | 633              | 577            | 171             | 41                | 1,082,200  |
| CARRSVILLE,.....                     | 97              | 247            | 541            | 128              | 434            | 63              | 13                | 603,300    |
| FRANKLIN,.....                       | 426             | 782            | 1,723          | 914              | 753            | 278             | 36                | 2,565,300  |
| MURFEES,.....                        | 66              | 123            | 150            | 203              | 137            | 44              | 22                | 642,800    |
| NEWSOMS,.....                        | 173             | 444            | 800            | 314              | 373            | 61              | 26                | 949,400    |
| BOYKINS,.....                        | 111             | 220            | 488            | 323              | 507            | 80              | 17                | 911,000    |
| BRANCHVILLE,.....                    | 52              | 94             | 248            | 127              | 154            | 16              | 7                 | 540,300    |
| MARGARETTSVILL,.....                 | 79              | 118            | 107            | 105              | 156            | 37              | 6                 | 483,400    |
| SEABOARD,.....                       | 140             | 460            | 619            | 188              | 272            | 86              | 16                | 842,000    |
| WELDON,.....                         | 489             | 705            | 3,029          | 1,852            | 1,370          | 320             | 29                | 8,226,200  |
| RALEIGH AND GASTON WAY STATION,..... | 1,020           | 1,659          | 13,277         | 1,805            | 1,075          | 530             | 76                | 10,536,600 |
| RALEIGH,.....                        | 1,152           | 2,215          | 3,578          | 1,716            | 1,933          | 1,510           | 51                | 8,418,500  |
|                                      | 4,203<br>Tons   | 8,080<br>Tons  | 24,846<br>Tons | 8,308<br>Tons    | 7,741<br>Tons  | 3,196<br>Tons   | 340<br>Tons       | 42,801,200 |
|                                      | 525½            | 1,010          | 1,863½         | 1,661¾           | 967¾           | 239½            | 255               |            |

|                          |         |
|--------------------------|---------|
| Specified Tons,.....     | 6,523   |
| Miscellaneous Tons,..... | 14,877½ |
| Total No. of Tons,.....  | 21,400½ |

OWEN D. BALL, Master of Transportation.

# REPORT OF DOWN FREIGHT, FROM 1st FEBRUARY, 1857, TO 31st JANUARY, 1858.

19

| Stations.                   | No. of Tons.        | Feet of Lumber.     | No. of Staves. | Lbs. of Bacon.     | Bbbs. of Flour. | Bales of Cotton. | K'gs Lard.       | Naval Stores.       | Bush. Corn.       | Bush. Peas.       | Boxes Tob'co.     |
|-----------------------------|---------------------|---------------------|----------------|--------------------|-----------------|------------------|------------------|---------------------|-------------------|-------------------|-------------------|
| SUFFOLK, .....              | 274                 |                     |                | 80,790             |                 |                  | 107              |                     | 833               | 108               |                   |
| CARRSVILLE, .....           | 461 $\frac{1}{2}$   |                     | 122,400        | 52,440             |                 |                  | 28               |                     |                   | 4,046             |                   |
| FRANKLIN, .....             | 2,715 $\frac{1}{2}$ | 821,900             | 185,100        | 38,717             |                 | 933              | 99               |                     | 1,097             | 14,381            |                   |
| MURFEES, .....              | 2,223 $\frac{1}{2}$ | 941,200             | 232,600        | 18,471             |                 | 45               |                  |                     | 628               | 1,179             |                   |
| NEWSOMS, .....              | 424 $\frac{1}{2}$   |                     | 75,500         | 71,133             |                 | 242              | 72               | 250                 | 727               | 2,465             |                   |
| BOYKINS, .....              | 794 $\frac{1}{2}$   | 112,000             | 151,500        | 31,480             |                 | 257              | 32               | 80                  | 3,808             | 2,893             |                   |
| BRANCHVILLE, .....          | 2,050 $\frac{1}{2}$ | 815,600             | 259,700        | 6,460              |                 | 48               |                  |                     |                   | 748               |                   |
| MARGARETTSVILLE, .....      | 1,351               | 4,000               | 656,000        |                    |                 | 54               |                  |                     | 186               | 578               |                   |
| SEABOARD, .....             | 236                 | 31,300              | 26,000         | 935                |                 | 351              | 11               | 34                  | 1,352             | 384               |                   |
| WELDON, .....               | 4,342               |                     | 369,300        |                    | 10,146          | 236              |                  | 14,765              | 994               | 3,638             | 93                |
| R. & G. WAY STATIONS, ..... | 1,421 $\frac{1}{2}$ |                     |                |                    | 2,932           | 13               |                  | 289                 | 2,710             |                   | 17,662            |
| RALEIGH, .....              | 2,126 $\frac{3}{4}$ |                     |                | 4,398              | 9,223           | 14               |                  | 1,554               | 17,293            | 563               | 100               |
|                             | 18,421              | 2,726,000           | 2,078,100      | 304,824            | 22,301          | 2,193            | 349              | 16,972              | 29,628            | 30,983            | 17,855            |
|                             |                     | 4,770 $\frac{1}{2}$ |                | Tons               | Tons            | Tons             | Tons             | Tons                | Tons              | Tons              | Tons              |
|                             |                     |                     |                | 1521 $\frac{1}{4}$ | 2,230           | 329              | 17 $\frac{1}{2}$ | 2,545 $\frac{3}{4}$ | 740 $\frac{3}{4}$ | 774 $\frac{1}{2}$ | 892 $\frac{3}{4}$ |

Specified Tons, ..... 16,609  $\frac{1}{2}$   
 Miscellaneous Tons, ..... 1,811  $\frac{3}{4}$

Total No. of Tons, ..... 18,421  
 OWEN D. BALL, Master of Transportation.

# REPORT OF THE SUPERINTENDENT OF MACHINERY.

20

| List of Engines.                     | Condition. | No. Miles Run. | Cost of Material for Rep. | Cost of labor for Repairs. | Cost of Oil. | Cost of Waste. | Cost of Tallow.        | Total Costs Rep. Eng's.           | Remarks.                          |
|--------------------------------------|------------|----------------|---------------------------|----------------------------|--------------|----------------|------------------------|-----------------------------------|-----------------------------------|
| VIRGINIA,                            | In order.  | 19,993         | \$361 48                  | \$768 80                   | \$89 96      | \$27 73        | \$27 82                | \$1,275 79                        | General Repairs.                  |
| RALEIGH,                             | Repairing. | 22,886         | 316 51                    | 616 34                     | 83 16        | 29 22          | 33 50                  | 1,078 73                          | "                                 |
| BALTIMORE,                           | In order.  | 24,914         | 125 55                    | 290 06                     | 70 45        | 36 87          | 22 00                  | 544 93                            | "                                 |
| PALMETTO,                            | "          | 16,213         | 830 26                    | 560 90                     | 48 20        | 23 43          | 25 15                  | 1,487 94                          | New driving wheels & gen. rep.    |
| COLLINS,                             | "          | 8,815          | 707 50                    | 2,015 88                   | 33 86        | 22 43          | 12 15                  | 2,791 82                          | New jaw boxes, bracing tin & g.r. |
| NORFOLK,                             | "          | 11,679         | 157 67                    | 349 60                     | 51 52        | 22 71          | 16 05                  | 597 55                            | General Repairs.                  |
| PORTSMOUTH,                          | "          | 8,319          | 373 44                    | 1,787 16                   | 33 52        | 11 96          | 14 05                  | 2,220 13                          | Rebuilt.                          |
| JOYNER,                              | "          | 4,072          | 42 11                     | 295 24                     | 30 20        | 10 03          | 10 20                  | 387 78                            | General Repairs.                  |
| REMUS,                               | "          | 2,289          | 75 34                     | 259 19                     | 26 50        | 11 20          | 10 00                  | 382 23                            | "                                 |
| ROANOKE,                             | Condemned. |                | 3 28                      | 38 85                      |              |                |                        |                                   |                                   |
|                                      |            | 119,180        | \$2,993 14                | \$6,982 02                 | \$467 37     | \$195 58       | \$170 92               | \$10,809 03                       |                                   |
| List of Cars.                        | Condition. | No. Miles Run. | Cost of Material for Rep. | Cost of labor for Repairs. | Cost of Oil. | Cost of Waste. | Total Costs Rep. Cars. | Remarks.                          |                                   |
| Passenger Equipment—                 | In order.  |                |                           |                            |              |                |                        |                                   |                                   |
| 5 1st Class Coaches,                 | "          |                |                           |                            |              |                |                        |                                   |                                   |
| 2 2d Class Passenger & Baggage Cars, | "          |                |                           |                            |              |                |                        |                                   |                                   |
| do                                   | "          | 53,303         | \$1,949 27                | \$1,694 09                 | \$132 81     | \$12 37        | \$3,788 54             | One mail and baggage car rebuilt. |                                   |
| 4 Baggage and Mail                   |            |                |                           |                            |              |                |                        |                                   |                                   |
| Freight Equipment—                   |            |                |                           |                            |              |                |                        |                                   |                                   |
| 66 House Freight Cars,               | 63         |                |                           |                            |              |                |                        |                                   |                                   |
| 5 Covered Cattle                     | "          |                |                           |                            |              |                |                        |                                   |                                   |
| do                                   | "          |                | 2,404 13                  | 5,205 62                   | 238 97       | 32 74          | 7,881 46               | Fifteen house cars rebuilt.       |                                   |
| 80 Platform                          | "          |                |                           |                            |              |                |                        |                                   |                                   |
| do                                   | "          |                |                           |                            |              |                |                        |                                   |                                   |
| 12 Gravel                            | "          | 65,877         |                           |                            |              |                |                        |                                   |                                   |
| 6 Pair Timber Trucks,                | "          | 119,180        | \$4,353 40                | \$6,899 71                 | \$371 78     | \$45 11        | \$11,670 00            |                                   |                                   |

FEBRUARY, 1, 1858.

J. B. PENDLETON, Superintendent of Machinery.

UNIVERSITY OF N.C. AT CHAPEL HILL



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FOR USE ONLY IN

THE NORTH CAROLINA COLLECTION

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